

IN THE SPECIFICATION

[0024] In one embodiment, the compartments 103 are separated by at least one separator 101. The separator 101 is coupled to the bottom of the vessel 110, separating the discharge ports 116. The separator 101 extends vertically within the interior of the vessel 110. The separator 101 extends vertically within the interior of the vessel 110 and is coupled to the side walls of the vessel 110 to separate the compartments 103. In the embodiment depicted in Figure 1, the separator does not extend completely to the top of the vessel 110, such that the plenum 105 is free to communicate across the top of the separator 101 between the compartments 103. It is also contemplated that the separator **110 101** may extend from the bottom to the top of the vessel 110, and may include a plurality of holes (not shown) formed through the separator 101 near the fill ports 114 to allow the plenum 105 to communicate with each of the compartments 103.

[0029] The control valves 132 are coupled to the delivery line 115 between the fluid source 134 and the FCC unit 190. Although the control valves 132 are shown in Figure 1 as coupled in series on the delivery line 115, the control valves 132 may alternatively be coupled in parallel between the fluid source **432 134** and the FCC unit 190.

[0030] The control valves 132 generally include a first port 142a, 142b that are coupled to a respective discharge port 116 of the storage vessel 110. Second ports 144a, 144b (hereinafter collectively referred to as "second ports 144") of the control valves 132 are coupled to the portion of the delivery line **408 115** extending from the fluid source 134, such as a blower or compressor. Third ports 146a, 146b (hereinafter collectively referred to as "third ports 146") of the control valves 132 are coupled to a portion of the delivery line 115 leading to the FCCU 190. When actuated to an open position, the control valves 132 allow catalyst to flow from the storage vessel 110 towards the third port 146, where fluid provided from the fluid source 134, moving from the second port 144 towards the third port 146, entrains and carries the catalyst

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through the delivery line 115 to the FCCU 190. In one embodiment, the fluid source 134 provides air at about 80 psi (about 5.6 kg/cm²).